

Prices and Prospects.

INQUIRY FOR FURNACE COKE REGARDED AS CHEERFUL NEWS

Especially As It Indicates Resumption of a Long Idle Stock.

MARKET IS NOT SO STIFF

As Week Ago But Remains at \$3.00 for Regular Furnace; Small Lots for Other Purposes Go at Less; Foundry Minimum Maintained at \$4.00.

PITTSBURGH, July 13.—The week-end inquiry for furnace coke, especially as it indicates resumption of a long idle stock, is regarded as a cheerful news. The inquiry is coupled with an observation that the question of whether or not the furnace is blown in will hinge to a considerable extent on the price that is quoted for coke. Operators, however, do not see the matter in this light, for they are thinking of coke market fluctuations in terms of nickels and dimes, and do not see a little bit one way or the other would make much difference in the cost of producing pig iron. What they are interested in is who will get the order, which may be decided on a margin of five cents.

The spot furnace coke market has not maintained the stiffened position it had at the time of last report, and is as soft as it was a fortnight ago. The regular market price is \$3.00 but the market is by no means strong at that figure. Any seller who really hopes to get an order is careful not to quote above \$3.00 for regular furnace coke, but there is really only a small tonnage available at this figure, an occasional surplus on the part of an operator who has ovens running on contract or a little coke that has accumulated of late. As the spot demand is extremely light in tonnage the point is only theoretical; but it is a fact that no considerable tonnage of spot or prompt coke could be brought at \$3.00. A few far sized orders would clean up the floating supply, and then coke could be had only by additional ovens being blown in. It is altogether improbable that any operator would blow in ovens, unless for a good run at less than \$3.00. This is on the basis of wage rates generally prevailing, though it is thought in some quarters that an operator who could promise steady employment would be able to get labor without difficulty at considerably less than the going rates.

Sales of spot furnace coke in the past week have been confined practically altogether to small lots sold through brokers to miscellaneous users, not blast furnaces, and these sales have generally been at \$3.00 net to the consumer, a few operators being willing to allow the broker a small margin. Coke below standard goes at less, one sale of inferior quality having been at \$2.75 to the consumer. Heading coke is in poor demand. The usual asking price is \$2.75 but a little might be picked up at \$2.50.

Foundry coke prices are moderately well maintained, as to the minimum, but the higher prices recently asked have practically disappeared, such as \$5.00 and \$4.75, and it is difficult to sell high grade coke even at \$4.50. On the other hand ready standard coke cannot be had at under \$4.00, reports of sales at less referring undoubtedly to coke below standard grades.

It is so long since any contracts for furnace coke were made for periods of two or three months or more that there is no close tie for quoting the market. A little business might be taken on at \$2.00 by an operator who was certain to operate in any event. For a three-month period some operators insist they could not afford to start ovens and run at less than \$3.50, while other operators say they do not know but that they might quote \$2.25, since while their cost as now figured is \$3.50 they might be able to get their cost down if assured a steady run. The market is thus quotable as follows:

COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region (sometimes called the Basin district) and the Lower Connellsville district (often called the Kiondike and sometimes the Massontown district) to principal points for shipment are as follows, per ton of 2,000 pounds, effective August 26, 1920:

Destination	Rate
Baltimore	4.25
Buffalo	3.84
Canton	2.80
Chicago	3.62
Cleveland	3.08
Columbus	3.03
Detroit	4.08
E. St. Louis	4.75
Indianapolis	3.04
Harrisburg	3.22
Joliet	4.62
Louisville	4.42
Milwaukee	3.52
New York	4.44
Philadelphia	3.02
Pittsburgh	1.66
Port Henry, N. Y.	5.04
Port Maitland, Ont.	3.84
Pottstown	3.78
Reading	4.78
Richmond, Va. (S. R. R.)	5.22
Richmond, Va. (P. R. R.)	5.32
South Bethlehem	3.92
Swedesland, Pa.	2.92
Toledo, O.	4.84
Wheeling	2.82
Valley Points	2.82

For Export.

From Connellsville district:

Philadelphia (P. O. B. vessels)	\$3.35
Baltimore (P. O. B. vessels)	3.35
From Latrobe district:	
Philadelphia (P. O. B. vessels)	3.15
Baltimore (P. O. B. vessels)	3.15

These prices are f. o. b. Valley furnaces. Freight to Pittsburgh is \$1.25.

LIQUIDATION OF STOCKS NOT PRICE CUTS NEED IN STEEL

Demand Upon Mills Is Sub-Normal In Relation to General Business Activity; Production 20 Per Cent

Special to The Weekly Courier.
NEW YORK, July 13.—The American Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow as follows:

Another decline in steel prices has passed into history and conditions generally are much as they were. Nothing is plainer than that it is not price readjustment in steel that the country is waiting on. Liquidation in stocks is at the moment the principal item. In the case of some buyers of steel the stocks are more largely of steel than of manufactured goods, while in other lines, particularly in agricultural implements, the preponderating stocks are of the finished goods. The demand upon the steel mills is sub-normal in relation to the general business activity of the country, even though that activity is materially less than in 1920. The tonnage of the railroads in April, the last month reported upon, was approximately 90 per cent of the average in the best pre-war year and about 62 per cent of the rate in the best month on record. Steel demand makes a vastly poorer comparison, and is naturally regarded as sub-normal, on account of the existence of steel and of manufactures of steel.

Steel manufacturers who are paying 37 cents an hour for common labor, when a few mills are paying 25 cents and 27 cents, and contractors readily secure labor at 25 to 30 cents, are becoming convinced that some buyers will have no confidence in steel prices, whatever is quoted, until wages are reduced farther, but it is no more than rumor that further reductions will be made within the next three weeks.

In some well posted quarters there are predictions that demand for steel will materially improve by August 15, and the prediction is not based on expectation of further price reductions though it is admitted that slight declines may occur.

The railroads present an interesting possibility as to steel purchases within the next few months, but those most intimately acquainted with the railroad position are the least willing to hazard any prediction. Much, it is held, hinges upon the course of the government as to paying what the railroads owe the railroads.

Steel production is at not over about 20 per cent of capacity.

RAILROADS TO RECEIVE HALF BILLION SOON

WASHINGTON, July 7.—Treasury Secretary Mellon announced today that under a provisional refunding arrangement made with the railroad executives the carriers would receive approximately \$500,000,000 additional expenses from the federal government within the next six months.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING JULY 9, 1921.				WEEK ENDING JULY 2, 1921.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	18,697	1,062	17,635	8,900	18,697	1,292	17,405	10,304
Lower Connellsville	16,883	1,023	15,860	9,900	16,883	1,123	15,700	14,240
Totals	35,580	2,085	33,495	18,800	35,580	2,415	33,105	24,544

FURNACE OVENS.	WEEK ENDING JULY 9, 1921.				WEEK ENDING JULY 2, 1921.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	15,470	260	15,210	2,000	15,470	260	15,210	2,000
Lower Connellsville	6,956	370	6,586	1,200	6,956	370	6,586	1,430
Totals	22,426	630	21,796	3,200	22,426	630	21,796	3,430

MERCHANT OVENS.	WEEK ENDING JULY 9, 1921.				WEEK ENDING JULY 2, 1921.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	3,227	802	2,425	6,000	3,227	1,002	2,225	8,300
Lower Connellsville	3,897	633	3,234	5,300	3,897	553	3,244	4,910
Totals	7,124	1,435	5,659	11,300	7,124	1,555	5,469	13,210

The By-Product Coke Industry Threatened by a Grave Crisis, Is Warning Sounded by Expert

Freight Rate Adjustments and Curtailment of Markets

BECOME VERY MENACING

Government Project for Making Nitrate and Competition from German Munitions Plants Likely to Develop a Still More Serious Situation.

That the by-product coke industry is gravely threatened from several sources is the conviction of Samuel Weiss of the Seme-Solway Company, who, at the recent meeting of the Michigan-Ohio-Indiana Coal association, delivered an address dealing with the situation as it is affecting the by-product producers. Mr. Weiss' address follows:

"The by-product coke industry has been growing ever since the time back in 1895 when the Solway Process company built the first block of 12 Seme-Solway ovens at Syracuse, N. Y., in order to secure a reliable and adequate supply of ammonia for use in the Solway process of making soda ash. Today there are approximately 10,000 by-product coke ovens in this country with a coking capacity approximately 50,000,000 tons of coal annually. In 1910, 1,139,000 tons of by-product coke, or approximately 20 per cent of total coke produced, was made in by-product coke ovens. In 1920 the tonnage of by-product coke was 30,308,000 tons, or 60 per cent of total coke produced.

"This phenomenal growth of the by-product coke industry did not depend on its usefulness to soda ash industry by any means. After a study of market conditions in the metallurgical world and a careful analysis of freight rates, it was found that by-product coke plants were warranted from every standpoint, to be located nearer the point of consumption of its products rather than at the point of origin of the raw material—coal—which is the location of the besetting coke industry. Further, by placing the ovens at the point of consumption of the coke, or at strategic consumption centers, it became entirely possible to select such coals as would give the desired results whether from the standpoint of by-product yield, metallurgical coke quality or domestic coke quality, or perhaps a combination that would incorporate all these features. In other words, the plant was not limited to the particular coal in its back yard.

"Furthermore, those plants located in large communities had a ready market for the surplus gas produced and the fact has had a considerable weight in the making of decisions as to plant location. The construction of the smallest economical block of coke ovens means the hazzarding of a vast sum of money and it is very essential that markets be found for all the various by-products in order to make the venture pay. You would not undertake the building of a modern by-product coke plant merely for the sake of the superior grade of coke it can produce. So we find the by-product coke plant is usually nearer the ultimate consumer of its products rather than at the source of coal supply, which fact has been a sort of insurance to the big consumer of its products against traffic delays, weather conditions, etc.

"Aside from the coke, the chief by-products recovered are: Gas, used for domestic light and heat and also to heat the ovens; ammonia, used in the manufacture of soda ash, refrigeration, various chemicals, and fertilizer; tar, used as a fuel or in the manufacture of tar paper, paving material, roofing and paint; light oil, used in the manufacture of benzol which is a substitute for gasoline as fuel for automobiles and tractors, also used in the manufacture of dyes, drugs (such as carbolic acid and aspirin), explosives (such as T. N. T.), and other uses too numerous to mention here.

"The by-product coke industry, due to the nature of its operation, has become very unprofitable unless promoted by the government.

FIRST COMPLAINTS

Under Full Crew Repeater To Be Considered Soon by Service Body.

HARRISBURG, July 13.—With denials of allegations that safety of trains is endangered by reduction of train crews filed by the Lackawanna and Delaware & Hudson railroads and the Pennsylvania railroad about to file its answer to complaints of the Brotherhood of Railroad Trainmen the Public Service Commission will shortly determine upon procedure in the first complaint, under the provisions of the full crew repealer.

It is probable a conference of counsel will be arranged with a view to shortening the hearings and having the case arranged for as early determination as possible. The Pennsylvania railroad was recently granted an extension of time to file its answer to complaints about operation of trains in Western Pennsylvania.

The chances are the cases listed will cover most of the principles involved in the complaints under the law.

SEVEN OVERCOME FOLLOWING FIRE IN GALLATIN MINE

Large Force Working Desperately to Cut Off Blaze Near Monongahela.

TWO AND HALF MILES IN

MONONGAHELA, July 13.—Fire in the Gallatin mine of the Pittsburgh Coal company near here today was being fought by a force of trained miners while seven men who had been overcome by smoke soon after midnight were recovering in a hospital.

The fire was discovered about midnight and a half miles from the bottom of the main shaft. The alarm was quickly spread and most of the working force was able to reach the surface in safety.

William Hudings, superintendent, and George Witherspoon, mine boss, were overcome by smoke and lost their way in the workings. They were not found for several hours. Company officials said a force of more than 100 men were working today constructing a brick and concrete wall around the fire with the expectation that it would soon burn itself out.

COKE PRODUCTION

In Connellsville and Lower Connellsville Districts Compared With 1920.

The estimated production of coke in net tons in the Connellsville and Lower Connellsville districts, by weeks, with the total compared with the corresponding week of 1920, is shown in the following:

Week.	Merch.	Furn.	Total.	Total
Jan. 1.	1,448	14,680	16,128	118,845
Jan. 8.	15,829	141,680	157,509	241,399
Jan. 15.	22,089	141,950	164,039	235,926
Jan. 22.	25,290	125,470	150,760	213,315
Feb. 5.	15,590	137,162	152,752	229,911
Feb. 12.	19,080	127,360	146,440	243,358
Feb. 19.	21,410	113,810	135,220	255,187
Feb. 26.	23,780	97,000	120,780	249,050
Mar. 5.	25,540	90,790	116,330	238,256
Mar. 12.	25,490	83,210	108,700	244,470
Mar. 19.	38,720	42,780	81,500	249,240
Mar. 26.	25,470	28,490	53,960	254,587
Apr. 2.	24,410	26,560	50,970	248,005
Apr. 9.	10,950	23,750	34,700	251,927
Apr. 16.	23,360	32,260	55,620	222,620
Apr. 23.	25,140	24,440	49,580	193,815
Apr. 30.	22,860	16,030	38,890	176,775
May 7.	27,740	56,780	84,520	170,100
May 14.	23,270	39,020	62,290	170,100
May 21.	25,560	18,390	43,950	173,280
May 28.	28,450	14,500	42,950	188,728
June 4.	21,480	12,100	33,580	181,680
June 11.	18,250	11,500	29,750	173,730
June 18.	18,280	11,900	20,180	185,810
June 25.	13,530	10,410	23,940	174,290
July 2.	3,900	3,560	7,460	162,890

1920 to Date 5,757,309
1921 to Date 2,392,328
Decrease from 1920 3,365,981

CONSUMERS OF COAL CAN ALONE PREVENT SHORTAGE IN SUPPLY

During the Fall and Winter Months By Coming Into the Market Early.

KEEPING CARS IN MOTION

Is the Only Way to Solve the Problem; Orders Placed Now Will Prevent Car Shortage and Congestion When the Busy Season Sets In Later in Year.

As a means of stimulating early buying of coal, so as to avoid the possibility of a shortage in supply or congestion in movement during the approaching winter, the National Coal association has issued an appeal to consumers to aid in preventing either of both of these conditions.

"If the mines have the cars as they are needed the public will have its coal."

"And when there is an uninterrupted flow of coal, prices always will regulate themselves and always to the advantage of the consumer."

"When the transportation systems break down, for any cause whatever, and a shortage of cars exists at the mines, the whole scheme of supply is thrown out of joint and the nation faces a coal shortage."

"What makes the situation a difficult one from the viewpoint of the railroads is the fact that there is a material deficiency of cars in which to haul coal. This deficiency, as calculated by Daniel Willard, chairman of the Railway Executives association last fall, runs to some 40,000 cars, with an aggregate carrying capacity of 2,000,000 tons on each haul.

"In a year's time with normal running time at the mines, these 40,000 cars could handle something like 100,000,000 tons of soft coal, or about one-fifth of the entire supply of the nation."

"Beyond this there is an estimated shortage of some 160,000 freight cars of other types than those built for coal. The mines, therefore, can not depend upon other than open top coal cars without the likelihood of depriving other industries of rolling stock."

"With the car equipment now available the carriers must spread the haulage of coal over the entire year or, failing that, attempt to handle the major output of the mines in the period of greatest demand—the fall and winter months."

"How to keep coal moving to the public, so that the railroad systems do not become clogged when there is abnormal demand is the vexing problem that confronts the soft coal industry no less than the railroads. And in the working out of this problem the public plays an essential part."

"To safely see the country through its soft coal supply, as well as to meet the export demand, it is calculated that approximately 550,000,000 tons must be mined each year. The output runs higher in some years and lower in others."

"Experience has shown that what is called the 'line of safety' which the public, as well as the producer, must keep in mind, so as to guard against any contingency of soft coal shortage, is an average production of approximately 10,500,000 tons a week. When it falls below these figures for any material period of time there invariably is the danger of a pinch later on."

Production and Output.

A NEW RECORD IN PERCENTAGE OF SLUMP DURING INDEPENDENCE WEEK

COKE TRADE SUMMARY.

Although the slump in coke tonnage during the week ending Independence Day was very small it measured the largest percentage of decrease from the average weekly production ever recorded. In earlier years the falling off from 20,000 to 70,000 tons incident to a celebration of the nation's birthday was not unusual, but it never ranged more than 15 to 18 per cent of the weekly average. This year the drop represents 25 per cent. The idleness on the fourth and the fifth of July contributed to the falling off so did also a further increase in the number of idle ovens. The bulk were not blown out until the end of the week hence helped build up the week's total.

The reduction in output, by a loss of 5,240 tons to 18,460 marks a new low point in the years and of all preceding years. The blowing out of the Revere plant leaves the Rainey interests with but two active coking operations. The independent furnace plants is running number but two.

The starting of Herbert and the receipt of an inquiry from a furnace preparing to resume created a more hopeful feeling this week but it seems out of place when the fact as to oven operation and continued blowing out of ovens is considered. Furnace coke price shows softening tendencies but 25 remains the minimum on regular grades. Foundry holds to the \$4.00 minimum.

NO IMPROVEMENT IN BEEHIVE COKE, NO COAL RECOVERY

Former Dropped to a New Low Record; Latter Falls Behind Total of the Week Preceding.

The weekly report of the United States Geological Survey, compiled by F. G. Tryon, shows that no improvement occurred in the production of beehive coke in the United States during the week ended July 22. Instead the output fell off 2,069 tons, reaching a new low of 48,000 net tons. The decrease occurred wholly in Pennsylvania and Ohio, all other districts maintaining the output of the preceding week. The average daily output was 8,900 tons, or less than 13 per cent of that in the corresponding week in 1920.

According to The Courier, production in the Connellsville region was 23,640 tons, against 25,180 tons in the week ended June 25. Cumulative production for 1921 to date is 3,401,000 net tons, which is less than one-third that in 1920.

Production by states, compared with the corresponding week of last year, was as follows:

	1921	1920
Pennsylvania and Ohio	23,640	25,180
West Virginia	3,900	25,000
Alabama, Tennessee and Georgia	4,000	34,000
Virginia and Kentucky	4,900	22,000
Colorado, Oklahoma and New Mexico	2,000	8,000
Washington and Utah	3,000	8,000

"S. S. Total" 48,000 374,000
The close of the first half of the year brought no sign of recovery in the production of soft coal. In fact, the output during the week ended July 22 was 125,000 tons less than that of the week preceding—7,501,000 tons, as against 7,716,000 tons.

The decline was probably due in part to the approach of the Fourth of July holiday. Preliminary reports for the present week indicate that the Fourth of July was universally celebrated by the miners and no coal was loaded on that day. That work was not promptly resumed is shown by the fact that but 20,446 cars were loaded on Tuesday, July 5, as against 26,603 on the preceding Tuesday.

Production for the first half of the year is estimated at 196,000,000 tons, as compared with 258,000,000 for the first six months of 1920 and 282,000,000 during the same period in 1918. If the second half of 1921 shows no greater output than the first half the total for the year will be less than 400,000,000 tons. The last year in which the country required less than 400,000,000 tons was 1908.

COMPENSATION RULING

Wife's Claim Denied in Case of Husband Killed in Coal Mine.

HARRISBURG, July 11.—The question of whether a man killed while returning to a mine where he had been employed in order to get tools met his death while in the course of employment was involved in a case just decided by the Workmen's Compensation Board. The question arose upon the application of Augusta Orla of Hudson, widow of the miner, for compensation from the Hudson Coal company of Scranton, by whom her husband had been employed. Investigation showed the man had been away from work because of injuries received in his own home but later decided to quit and went after his tools. While in the mine he was hit by a car and killed. The referee granted compensation, holding that the deceased, when he obtained permission to remove his tools, was furthering the interests of his employer and was not in the course of his employment.

Tonnage Decrease Small But Continues to Be More or Less Constant.

300 MORE OVENS ARE IDLE

Idle Cars Only A PART OF RAILROAD EQUIPMENT UNUSED

Figures Do Not Include "Bad Order" Cars Which Increase in Number.

TOTAL 341,337 ON JUNE 1

Said in Revenue Producer Freight Cars Is No More Than Normal Seasonal Increase; Loadings Per Car Barely Cover Minimum Required.

Following the latest report of the American Railway Association showing continued decline in the number of idle freight cars from 331,746 on June 15 to 377,850 on June 22, L. F. Loree, president of the Delaware, Hudson, and a director of several other railroads and formerly president of the Baltimore & Ohio, points out that the periodic figures on surplus freight cars in the country are by no means conclusive as to the traffic situation on the railroads.

He says that most persons suppose there are only two classes of cars, used and idle, whereas there is a third class of "bad order" cars not included in either of the other classes.

Mr. Loree said: "It seems to me that the public is forming an entirely incorrect impression from the figures given out. These cars do not represent all the idle equipment, but only equipment in good order and not in use. The reduction in the surplus cars has been caused not alone by their absorption in traffic, but by an increase in the number of bad order cars."

"The surplus of railroad-owned freight cars reported on April 15 was 53,970, and on June 8 it was 441,749, a decrease in number of 88,779. There seems to be no corresponding figure of the number of bad order cars, but on March 31, 1920, they amounted to 158,334, and on the same date in 1921 they amounted to 235,593, an increase of 87,259, and these bad orders are being steadily added to."

"There is, of course, a steady increase in the number of cars loaded with revenue freight, but this would appear to be no more than the normal seasonal increase, the valley of the loading being in February and rising steadily to the peak in October, and this seasonal variation has its effect in bad years as well as in good."

"Further, there is a marked relaxation of the tonnage loading of the cars due to excessive supply and to the desire of the using road to relieve itself of per diem when foreign cars can be hurried home. Loading is also effected by a reduction in the units of commercial quantities moving, orders in flush time being placed in quantities that permit the loading of cars to their capacity, while now to a very considerable extent they are so small as to barely cover the minimum required to secure carload rates."

As bearing upon the question discussed by Mr. Loree, it may be noted that bad order cars had increased to 309,371 on May 1, and to 311,337 on June 1, this year. Asked about the present state of traffic and the indications for the future, Mr. Loree replied that as yet he could see no other than seasonal fluctuations. He declined to hazard a prediction when a revival might be expected.

Geological Survey's Map of Meyersdale Quadrangle Issued

The United States Geological Survey has recently published a topographic map of the Meyersdale quadrangle, which covers an area of about 230 square miles in Somerset county, Pa. The surveys of which this map is the result were made in cooperation with the State of Pennsylvania.

The scale of the map is about one mile to an inch, and the relief is expressed by 20-foot contours. The elevations range from 1,600 to 3,200 feet above sea level.

The area shown on this map, which lies just west of the backbone of the Allegheny mountains, is mainly timbered and is hilly and rolling. It is cut deeply by the Casselman river, a swift stream which flows generally westward through a gorge about 500 feet deep. Buffalo creek and Coxes creek, which flow southwestward, enter the river at the towns of Garrett and Rockwood, respectively.

The Baltimore & Ohio and Western Maryland railroads follow the Casselman river, connecting the numerous coal mines along its course. Branch lines of the Baltimore & Ohio parallel Coxes creek and Buffalo creek. An electric railroad runs north from Salisbury along the river to Garrett.

The country is well supplied with perennial streams. The soil, generally a fairly fertile loam, is well adapted for growing grain and the clayey areas are peculiarly suitable for meadow grass, which favors the rather extensive dairying in the area.

German families settled in this region before the Revolutionary war. Meyersdale, which is the largest town in the area and for which the quadrangle is named, was settled in 1776. Little industrial progress, however, was made in the region until 50 years ago, when the railroad was built along the river.

Copies of the Meyersdale map may be obtained from the United States Geological Survey, Washington, D. C.

Subscribe for The Weekly Courier.

Shopmen Refuse To Affix Names To Health Papers

SCRANTON, July 8.—Three hundred employees of the Erie railroad shops at Dunmore today refused to sign health certificates required prior to their re-employment. The action, it was declared, will affect all of the 500 men at the shops. It is also said here that it will have a similar effect at the Susquehanna and Horrell shops.

The men explained that they view the health requirement certificate as a means to be used in eliminating the older men and the abandonment of priority rights.

The shops suspended work a month ago. Notices posted call the men back to work next Monday.

Continued from Page One.

question is maintained at a fairly uniform rate and for this reason, owing to the large tonnage of coal it consumes is one of the chief factors in stabilizing coal mining. The growth of the by-product coke industry has developed a large market for the production of coke as domestic fuel.

In Michigan, Ohio, Indiana, Illinois and Wisconsin in 1915 over 1,000,000 tons of coke were used for domestic fuel. The war and its vicissitudes have interrupted this movement but now that we are approaching normal again, I am sure that coke will not only hit the 1915 mark this year in this district, but will pass it.

"The by-product coke industry is passing through what is probably a very critical stage in its existence. As before mentioned, locations for these plants were determined upon by a study of comparative freight rates on coking coal to the proposed plant locations and also with reference to the existing rate on beehive coke and on anthracite coal to the market. This plant would seek as an outlet for its coke. The railroads were called in to determine on a coke freight rate from this proposed coke plant to the various points it would serve and, if a satisfactory combination of rates could be obtained, the plant was built."

"What is the situation today? In our metallurgical market we find, for instance, that the freight rate on coke, say from Detroit to Battle Creek has advanced from \$1 in 1900 to \$2.20 in 1921, or an increase of 124 per cent. During this period our coal rates to Detroit have advanced from \$1.30 and \$1.50 to \$2.37 and \$2.07, or 105 and 221 per cent. But the rate on Connellsville coke to Battle Creek, which was the competition against which the rates were determined that warranted putting the plant at Detroit, was advanced from \$2.63 to \$4.62, or only 75 per cent. In other words, it has been made increasingly easy for the beehive industry to compete with the by-product industry in spite of all the cry of conservation of resources. Today, due solely to this discrepancy in rate advances, the by-product coke industry is threatened with extinction."

"In our domestic market, take the situation in Detroit which is the largest market in Michigan for our domestic coke—we had always been able to market all the coke we wanted to in Detroit with the freight rates as they existed prior to say 1915. Since then the freight rate on our raw material (coal) has gone up 118 per cent, while the rate on anthracite to Detroit has advanced from \$3 to \$5.15, or only 70 per cent. This same discrepancy exists in a comparison of the freight rates on anthracite coal to points in Michigan other than Detroit and our rates on coke from Detroit to these same points."

"The by-product coke plant which furnishes gas to the community and is in a sense a public utility, can not and has not been able to raise its price of gas as other industries have done to meet the advanced costs of production. This is due to the fact that we have too much of the wrong kind of government in business and the average city official dealing with rate-making for public utilities is more often after votes regardless of what ultimate cost to the taxpayer or industry. If the honest public utility be forced into bankruptcy by petty politics, rest assured that the receiver will charge enough to cover the cost of straightening out the affairs of the bankrupt. The returns from the sale of gas have not been sufficient to warrant its production and, unless something drastic happens quickly, we face a serious situation in this regard."

"But the municipality is not the only agent hampering the by-product coke industry. There is a group at Washington who are desirous of pushing to completion the government nitrate plant at Muscle Shoals, Va., presumably as a measure of national defense in time of war. They wish to carry favor with the farmer by holding forth the probability of cheap sulphate of ammonia. The country, owing to plants completed during the war period, many of them at governmental suggestion, has an over supply of ammonium sulphate. Last year the production of sulphate (450,000 tons) greatly exceeded the sale (390,000 tons) and, with the drop in returns from \$60 per ton which was the average wholesale price for ten years preceding the war, to \$50 per ton and less, another prop of the by-product industry is weakening."

"Now comes the government and wants to give the farmer cheaper fertilizer, when there already is more than he wants, and do it at the expense of everyone else, to say nothing of making it harder for our industry to exist, for this government plant will be built and paid for out of the national treasury which you

and this industry of ours help to keep filled. Here is another place where you men can do some good work; write your representative and tell him that you can not see any point in investing your money in the production of a commodity already overproduced, which at the same time threatens to wipe out an industry so vital to the needs of our country."

"There is also the possibility of competition in the ammonia game from German munition plants which are already entering this market with sulphate at around \$40 per ton. New York."

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Connected to Saturday, July 9, 1921.

MERCHANT OVENS			
142	Beatty	McL. & Sons	Greensburg
83	Brace	Brace & Sons	Greensburg
100	Clark	Clark Coke Co.	Greensburg
60	Ellen No. 2	Wayne Coal Co.	Uniontown
100	Ellen Grove	W. J. Hainey, Inc.	New York
10	Franklin	Hammerhead Coal Co.	Connellsville
108	Gilmore	Gilmore Coal Co.	Uniontown
80	Grace	Cornado-Sandcock Coke Co.	Connellsville
8	Helen	Sandack & Son	Townsville
115	Hickory	Hammerhead Coal Co.	Connellsville
18	Morgan	Cornado-Sandcock Coke Co.	Connellsville
275	275	W. J. Hainey	New York
210	McL. Pleasant	McL. Pleasant Coke Co.	Greensburg
25	McL. Pleasant	McL. Pleasant Coke Co.	Greensburg
10	Nellie	Phillips Coke Co.	Connellsville
328	30	Oliver & Snyder Steel Co.	Pittsburg
300	Oliver No. 2	Oliver & Snyder Steel Co.	Pittsburg
300	Oliver No. 3	Oliver & Snyder Steel Co.	Pittsburg
98	Paul	W. J. Hainey, Inc.	New York
400	Revere	W. J. Hainey, Inc.	New York
40	Thomas	Wayne Coal Co.	Uniontown
67	West Penn	West Penn Coke Co.	Pittsburg
FURNACE OVENS			
2,227	802	H. C. Frick Coke Co.	Pittsburg
298	Adelaide	H. C. Frick Coke Co.	Pittsburg
298	American	H. C. Frick Coke Co.	Pittsburg
301	Bagley	H. C. Frick Coke Co.	Pittsburg
301	Bell	H. C. Frick Coke Co.	Pittsburg
248	Birmingham	H. C. Frick Coke Co.	Pittsburg
301	Buckeye	H. C. Frick Coke Co.	Pittsburg
301	Calmet	H. C. Frick Coke Co.	Pittsburg
301	Calmet	H. C. Frick Coke Co.	Pittsburg
490	Calmet	H. C. Frick Coke Co.	Pittsburg
301	Central	H. C. Frick Coke Co.	Pittsburg
301	Central	H. C. Frick Coke Co.	Pittsburg
429	Continental 2	H. C. Frick Coke Co.	Pittsburg
301	Continental 3	H. C. Frick Coke Co.	Pittsburg
301	Continental	H. C. Frick Coke Co.	Pittsburg
358	Davidson	H. C. Frick Coke Co.	Pittsburg
301	Dorothy	H. C. Frick Coke Co.	Pittsburg
110	110	Ames, Birmingham Eng.	Dunsmuir
217	High No. 1	H. C. Frick Coke Co.	Pittsburg
301	High No. 2	H. C. Frick Coke Co.	Pittsburg
301	High No. 3	H. C. Frick Coke Co.	Pittsburg
301	High No. 4	H. C. Frick Coke Co.	Pittsburg
301	High No. 5	H. C. Frick Coke Co.	Pittsburg
301	High No. 6	H. C. Frick Coke Co.	Pittsburg
301	High No. 7	H. C. Frick Coke Co.	Pittsburg
301	High No. 8	H. C. Frick Coke Co.	Pittsburg
301	High No. 9	H. C. Frick Coke Co.	Pittsburg
301	High No. 10	H. C. Frick Coke Co.	Pittsburg
301	High No. 11	H. C. Frick Coke Co.	Pittsburg
301	High No. 12	H. C. Frick Coke Co.	Pittsburg
301	High No. 13	H. C. Frick Coke Co.	Pittsburg
301	High No. 14	H. C. Frick Coke Co.	Pittsburg
301	High No. 15	H. C. Frick Coke Co.	Pittsburg
301	High No. 16	H. C. Frick Coke Co.	Pittsburg
301	High No. 17	H. C. Frick Coke Co.	Pittsburg
301	High No. 18	H. C. Frick Coke Co.	Pittsburg
301	High No. 19	H. C. Frick Coke Co.	Pittsburg
301	High No. 20	H. C. Frick Coke Co.	Pittsburg
301	High No. 21	H. C. Frick Coke Co.	Pittsburg
301	High No. 22	H. C. Frick Coke Co.	Pittsburg
301	High No. 23	H. C. Frick Coke Co.	Pittsburg
301	High No. 24	H. C. Frick Coke Co.	Pittsburg
301	High No. 25	H. C. Frick Coke Co.	Pittsburg
301	High No. 26	H. C. Frick Coke Co.	Pittsburg
301	High No. 27	H. C. Frick Coke Co.	Pittsburg
301	High No. 28	H. C. Frick Coke Co.	Pittsburg
301	High No. 29	H. C. Frick Coke Co.	Pittsburg
301	High No. 30	H. C. Frick Coke Co.	Pittsburg
301	High No. 31	H. C. Frick Coke Co.	Pittsburg
301	High No. 32	H. C. Frick Coke Co.	Pittsburg
301	High No. 33	H. C. Frick Coke Co.	Pittsburg
301	High No. 34	H. C. Frick Coke Co.	Pittsburg
301	High No. 35	H. C. Frick Coke Co.	Pittsburg
301	High No. 36	H. C. Frick Coke Co.	Pittsburg
301	High No. 37	H. C. Frick Coke Co.	Pittsburg
301	High No. 38	H. C. Frick Coke Co.	Pittsburg
301	High No. 39	H. C. Frick Coke Co.	Pittsburg
301	High No. 40	H. C. Frick Coke Co.	Pittsburg
301	High No. 41	H. C. Frick Coke Co.	Pittsburg
301	High No. 42	H. C. Frick Coke Co.	Pittsburg
301	High No. 43	H. C. Frick Coke Co.	Pittsburg
301	High No. 44	H. C. Frick Coke Co.	Pittsburg
301	High No. 45	H. C. Frick Coke Co.	Pittsburg
301	High No. 46	H. C. Frick Coke Co.	Pittsburg
301	High No. 47	H. C. Frick Coke Co.	Pittsburg
301	High No. 48	H. C. Frick Coke Co.	Pittsburg
301	High No. 49	H. C. Frick Coke Co.	Pittsburg
301	High No. 50	H. C. Frick Coke Co.	Pittsburg
301	High No. 51	H. C. Frick Coke Co.	Pittsburg
301	High No. 52	H. C. Frick Coke Co.	Pittsburg
301	High No. 53	H. C. Frick Coke Co.	Pittsburg
301	High No. 54	H. C. Frick Coke Co.	Pittsburg
301	High No. 55	H. C. Frick Coke Co.	Pittsburg
301	High No. 56	H. C. Frick Coke Co.	Pittsburg
301	High No. 57	H. C. Frick Coke Co.	Pittsburg
301	High No. 58	H. C. Frick Coke Co.	Pittsburg
301	High No. 59	H. C. Frick Coke Co.	Pittsburg
301	High No. 60	H. C. Frick Coke Co.	Pittsburg
301	High No. 61	H. C. Frick Coke Co.	Pittsburg
301	High No. 62	H. C. Frick Coke Co.	Pittsburg
301	High No. 63	H. C. Frick Coke Co.	Pittsburg
301	High No. 64	H. C. Frick Coke Co.	Pittsburg
301	High No. 65	H. C. Frick Coke Co.	Pittsburg
301	High No. 66	H. C. Frick Coke Co.	Pittsburg
301	High No. 67	H. C. Frick Coke Co.	Pittsburg
301	High No. 68	H. C. Frick Coke Co.	Pittsburg
301	High No. 69	H. C. Frick Coke Co.	Pittsburg
301	High No. 70	H. C. Frick Coke Co.	Pittsburg
301	High No. 71	H. C. Frick Coke Co.	Pittsburg
301	High No. 72	H. C. Frick Coke Co.	Pittsburg
301	High No. 73	H. C. Frick Coke Co.	Pittsburg
301	High No. 74	H. C. Frick Coke Co.	Pittsburg
301	High No. 75	H. C. Frick Coke Co.	Pittsburg
301	High No. 76	H. C. Frick Coke Co.	Pittsburg
301	High No. 77	H. C. Frick Coke Co.	Pittsburg
301	High No. 78	H. C. Frick Coke Co.	Pittsburg
301	High No. 79	H. C. Frick Coke Co.	Pittsburg
301	High No. 80	H. C. Frick Coke Co.	Pittsburg
301	High No. 81	H. C. Frick Coke Co.	Pittsburg
301	High No. 82	H. C. Frick Coke Co.	Pittsburg
301	High No. 83	H. C. Frick Coke Co.	Pittsburg
301	High No. 84	H. C. Frick Coke Co.	Pittsburg
301	High No. 85	H. C. Frick Coke Co.	Pittsburg
301	High No. 86	H. C. Frick Coke Co.	Pittsburg
301	High No. 87	H. C. Frick Coke Co.	Pittsburg
301	High No. 88	H. C. Frick Coke Co.	Pittsburg
301	High No. 89	H. C. Frick Coke Co.	Pittsburg
301	High No. 90	H. C. Frick Coke Co.	Pittsburg
301	High No. 91	H. C. Frick Coke Co.	Pittsburg
301	High No. 92	H. C. Frick Coke Co.	Pittsburg
301	High No. 93	H. C. Frick Coke Co.	Pittsburg
301	High No. 94	H. C. Frick Coke Co.	Pittsburg
301	High No. 95	H. C. Frick Coke Co.	Pittsburg
301	High No. 96	H. C. Frick Coke Co.	Pittsburg
301	High No. 97	H. C. Frick Coke Co.	Pittsburg
301	High No. 98	H. C. Frick Coke Co.	Pittsburg
301	High No. 99	H. C. Frick Coke Co.	Pittsburg
301	High No. 100	H. C. Frick Coke Co.	Pittsburg
301	High No. 101	H. C. Frick Coke Co.	Pittsburg
301	High No. 102	H. C. Frick Coke Co.	Pittsburg
301	High No. 103	H. C. Frick Coke Co.	Pittsburg
301	High No. 104	H. C. Frick Coke Co.	Pittsburg
301	High No. 105	H. C. Frick Coke Co.	Pittsburg
301	High No. 106	H. C. Frick Coke Co.	Pittsburg
301	High No. 107	H. C. Frick Coke Co.	Pittsburg
301	High No. 108	H. C. Frick Coke Co.	Pittsburg
301	High No. 109	H. C. Frick Coke Co.	Pittsburg
301	High No. 110	H. C. Frick Coke Co.	Pittsburg
301	High No. 111	H. C. Frick Coke Co.	Pittsburg
301	High No. 112	H. C. Frick Coke Co.	Pittsburg
301	High No. 113	H. C. Frick Coke Co.	Pittsburg
301	High No. 114	H. C. Frick Coke Co.	Pittsburg
301	High No. 115	H. C. Frick Coke Co.	Pittsburg
301	High No. 116	H. C. Frick Coke Co.	Pittsburg
301	High No. 117	H. C. Frick Coke Co.	Pittsburg
301	High No. 118	H. C. Frick Coke Co.	Pittsburg
301	High No. 119	H. C. Frick Coke Co.	Pittsburg
301	High No. 120	H. C. Frick Coke Co.	Pittsburg
301	High No. 121	H. C. Frick Coke Co.	Pittsburg
301	High No. 122	H. C. Frick Coke Co.	Pittsburg
301	High No. 123	H. C. Frick Coke Co.	Pittsburg
301	High No. 124	H. C. Frick Coke Co.	Pittsburg
301	High No. 125	H. C. Frick Coke Co.	Pittsburg
301	High No. 126	H. C. Frick Coke Co.	Pittsburg
301	High No. 127	H. C. Frick Coke Co.	Pittsburg
301	High No. 128	H. C. Frick Coke Co.	Pittsburg
301	High No. 129	H. C. Frick Coke Co.	Pittsburg
301	High No. 130	H. C. Frick Coke Co.	Pittsburg
301	High No. 131	H. C. Frick Coke Co.	Pittsburg
301	High No. 132	H. C. Frick Coke Co.	Pittsburg
301	High No. 133	H. C. Frick Coke Co.	Pittsburg
301	High No. 134	H. C. Frick Coke Co.	Pittsburg
301	High No. 135	H. C. Frick Coke Co.	Pittsburg
301	High No. 136	H. C. Frick Coke Co.	Pittsburg
301	High No. 137	H. C. Frick Coke Co.	Pittsburg
301	High No. 138	H. C. Frick Coke Co.	Pittsburg
301	High No. 139	H. C. Frick Coke Co.	Pittsburg
301	High No. 140	H. C. Frick Coke Co.	Pittsburg
301	High No. 141	H. C. Frick Coke Co.	Pittsburg
301	High No. 142	H. C. Frick Coke Co.	Pittsburg
301	High No. 143	H. C. Frick Coke Co.	Pittsburg
301	High No. 144	H. C. Frick Coke Co.	Pittsburg
301	High No. 145	H. C. Frick Coke Co.	Pittsburg
301	High No. 146	H. C. Frick Coke Co.	Pittsburg
301	High No. 147	H. C. Frick Coke Co.	Pittsburg
301	High No. 148	H. C. Frick Coke Co.	Pittsburg
301	High No. 149	H. C. Frick Coke Co.	Pittsburg
301	High No. 150	H. C. Frick Coke Co.	Pittsburg
301	High No. 151	H. C. Frick Coke Co.	Pittsburg
301	High No. 152	H. C. Frick Coke Co.	Pittsburg
301	High No. 153	H. C. Frick Coke Co.	Pittsburg
301	High No. 154	H. C. Frick Coke Co.	Pittsburg
301	High No. 155	H. C. Frick Coke Co.	Pittsburg
301	High No. 156	H. C. Frick Coke Co.	Pittsburg
301	High No. 157	H. C. Frick Coke Co.	Pittsburg
301	High No. 158	H. C. Frick Coke Co.	Pittsburg
301	High No. 159	H. C. Frick Coke Co.	Pittsburg
301	High No. 160	H. C. Frick Coke Co.	Pittsburg
301	High No. 161	H. C. Frick Coke Co.	Pittsburg
301	High No. 162	H. C. Frick Coke Co.	Pittsburg
301	High No. 163	H. C. Frick Coke Co.	Pittsburg
301	High No. 164	H. C. Frick Coke Co.	Pittsburg
301	High No. 165	H. C. Frick Coke Co.	Pittsburg
301	High No. 166	H. C. Frick Coke Co.	Pittsburg
301	High No. 167	H. C. Frick Coke Co.	Pittsburg
301	High No. 168	H. C. Frick Coke Co.	Pittsburg
301	High No. 169	H. C. Frick Coke Co.	Pittsburg
301	High No. 170	H. C. Frick Coke Co.	Pittsburg
301	High No. 171	H. C. Frick Coke Co.	Pittsburg
301	High No. 172	H. C. Frick Coke Co.	Pittsburg
301	High No. 173	H. C. Frick Coke Co.	Pittsburg
301	High No. 174	H. C. Frick Coke Co.	Pittsburg
301	High No. 175	H. C. Frick Coke Co.	Pittsburg
301	High No. 176	H. C. Frick Coke Co.	Pittsburg
301	High No. 177	H. C. Frick Coke Co.	Pittsburg
301	High No. 178	H. C. Frick Coke Co.	Pittsburg
301	High No. 179	H. C. Frick Coke Co.	Pittsburg
301	High No. 180	H. C. Frick Coke Co.	Pittsburg
301	High No. 181	H. C. Frick Coke Co.	Pittsburg
301	High No. 182	H. C. Frick Coke Co.	Pittsburg
301	High No. 183	H. C. Frick Coke Co.	Pittsburg
301	High No. 184	H. C. Frick Coke Co.	Pittsburg
301	High No. 185	H. C. Frick Coke Co.	Pittsburg
301	High No. 186	H. C. Frick Coke Co.	Pittsburg
301	High No. 187	H. C. Frick Coke Co.	Pittsburg
301	High No. 188	H. C. Frick Coke Co.	Pittsburg
301	High No. 189	H. C. Frick Coke Co.	Pittsburg
301	High No. 190	H. C. Frick Coke Co.	Pittsburg
301	High No. 191	H. C. Frick Coke Co.	Pittsburg
301	High No. 192	H. C. Frick Coke Co.	Pittsburg
301	High No. 193	H. C. Frick Coke Co.	Pittsburg
301	High No. 194	H. C. Frick Coke Co.	Pittsburg
301	High No. 195	H. C. Frick Coke Co.	Pittsburg
301	High No. 196	H. C. Frick Coke Co.	Pittsburg
301	High No. 197	H. C. Frick Coke Co.	Pittsburg
301	High No. 198	H. C. Frick Coke Co.	Pittsburg
301	High No. 199	H. C. Frick Coke Co.	Pittsburg
301	High No. 200	H. C. Frick Coke Co.	Pittsburg
301	High No. 201	H. C. Frick Coke Co.	Pittsburg
301	High No. 202	H. C. Frick Coke Co.	Pittsburg
301	High No. 203	H. C. Frick Coke Co.	Pittsburg
301	High No. 204	H. C. Frick Coke Co.	Pittsburg
301	High No. 205	H. C. Frick Coke Co.	Pittsburg
301	High No. 206	H. C. Frick Coke Co.	Pittsburg
301	High No. 207	H. C. Frick Coke Co.	Pittsburg
301	High No. 208	H. C. Frick Coke Co.	Pittsburg
301	High No. 209	H. C. Frick Coke Co.	Pittsburg
301	High No. 210	H. C. Frick Coke Co.	Pittsburg
301	High No. 211	H. C. Frick Coke Co.	Pittsburg
301	High No. 212	H. C. Frick Coke Co.	Pittsburg
301	High No. 213	H. C. Frick Coke Co.	Pittsburg
301	High No. 214	H. C. Frick Coke Co.	Pittsburg
301	High No. 215	H. C. Frick Coke Co.	Pittsburg
301	High No. 216	H. C. Frick Coke Co.	Pittsburg
301	High No. 217	H. C. Frick Coke Co.	Pittsburg
301	High No. 218	H. C. Frick Coke Co.	Pittsburg
301	High No. 219	H. C. Frick Coke Co.	Pittsburg
301	High No. 220	H. C. Frick Coke Co.	Pittsburg
301	High No. 221	H. C. Frick Coke Co.	Pittsburg
301	High No. 222	H. C. Frick Coke Co.	Pittsburg
301	High No. 223	H. C. Frick Coke Co.	Pittsburg
301	High No. 224	H. C. Frick Coke Co.	Pittsburg
301	High No. 225	H. C. Frick Coke Co.	Pittsburg
301	High No. 226	H. C. Frick Coke Co.	Pittsburg
301	High No. 227	H. C. Frick Coke Co.	Pittsburg
301	High No. 228	H. C. Frick Coke Co.	Pittsburg
301	High No. 229	H. C. Frick Coke Co.	Pittsburg
301	High No. 230	H. C. Frick Coke Co.	Pittsburg
301	High No. 231	H. C. Frick Coke Co.	Pittsburg
301	High No. 232	H. C. Frick Coke Co.	Pittsburg
301	High No. 233	H. C. Frick Coke Co.	Pittsburg
301	High No. 234	H. C. Frick Coke Co.	Pittsburg
301	High No. 235	H. C. Frick Coke Co.	Pittsburg
301	High No. 236	H. C. Frick Coke Co.	Pittsburg
301	High No. 237	H. C. Frick Coke Co.	Pittsburg
301	High No. 238	H. C. Frick Coke Co.	Pittsburg
301	High No. 239	H. C. Frick Coke Co.	Pittsburg
301	High No. 240	H. C. Frick Coke Co.	Pittsburg
301	High No. 241	H. C. Frick Coke Co.	Pittsburg
301	High No. 242	H. C. Frick Coke Co.	Pittsburg
301	High No. 243	H. C. Frick Coke Co.	Pittsburg
301	High No. 244	H. C. Frick Coke Co.	Pittsburg
301	High No. 245	H. C. Frick Coke Co.	Pittsburg
301	High No. 246	H. C. Frick Coke Co.	Pittsburg
301	High No. 247	H. C. Frick Coke Co.	Pittsburg
301	High No. 248	H. C. Frick Coke Co.	Pittsburg
301	High No. 249	H. C. Frick Coke Co.	Pittsburg
301	High No. 250	H. C. Frick Coke Co.	Pittsburg
301	High No. 251	H. C. Frick Coke Co.	Pittsburg
301	High No. 252	H. C. Frick Coke Co.	Pittsburg
301	High No. 253	H. C. Frick Coke Co.	Pittsburg
301	High No. 254	H. C. Frick Coke Co.	Pittsburg
301	High No. 255	H. C. Frick Coke Co.	

EAST HUNTINGDON TOWNSHIP TO GET NEW HIGH SCHOOL

Structure Will Be Erected on Ground Donated by J. Lyman Loucks.

TEACHERS ARE ELECTED

SCOTTSVILLE, July 2.—East Huntingdon township will have a new high school. This decision was reached at a meeting of the board of directors held last night. The new structure will be erected at Alverton on a plot of ground given to the school district by Lyman Loucks.

The board has asked Dr. Driver of the state board of education to come to Alverton to look over the ground and make recommendations concerning the new structure. The high school there is growing each year and next fall there will be 55 new students enter. This will make a total of 135 on the roll of the classes in that building.

It is expected that bids on the new building will be received about March, 1922.

Teachers for the next term were also elected at last night's meeting. There are still a few vacancies one of which is in the high school. Chester B. Murray was elected principal of that institution and two teachers under him will be Margaret Wenner and Gladys Freed.

Other teachers, elected follow Myrtle Love, Acme, Leona Shannon, Alverton No. 1, Burnett Shriver, Alverton No. 2, Ardella Gosard, Alverton No. 3, Mary Hixson, Alverton No. 4, Edna Francis, Bethany, Ruth Dorsey, Brownstown No. 1, Gladys Cowan, Brownstown No. 2, Charles Woods, Chapel, Ivy Rutter, Cross Roads, Edgar Weitzel, Iron Bridge, Mary Berg, Independence, Grace Miller, Hawkeye, Carl Fries, Feigars, Fern Rose, Morewood No. 1, Ruby Albright, Morewood No. 2, William Henderson, Nemo, Lester Carlson, North Scottsdale No. 1, Goldie Bergstrom, North Scottsdale No. 2, North Scottsdale No. 3, vacant, Grace Baker, Rankin, Doran, Rager, Ruffsdale No. 1, Hazel Coran, Ruffsdale No. 2, Mary Smith, Ruffsdale No. 3, Edgar Myers, Ruffsdale No. 4, Maude Steele, Strouds No. 1, Strouds No. 2, vacant, Mary Silberman, Tarrs, E. W. No. 1, Hemondale, Pick, Tarrs, E. W. No. 2, Anne Ritchie, Tarrs, E. W. No. 3, Mary Callier, Tarrs, W. W. No. 2, Marie Rose, Tarrs, W. W. No. 1, Hazel Shidley, White No. 1, Gladys Pyle, White No. 2, Margaret Silberman, Willow Row, No. 1, Helen Mariabus, West Overton.

The salary scale was fixed as follows: For those holding provisional certificates first year \$75 per month, second year \$85 per month, third year, \$95 per month.

For those holding professional certificates: First year \$100 per month, second year \$110 per month, third year, \$115 per month. Teachers holding permanent certificates will receive \$120 per month.

Thirteen Divorces In Divorce Granted By Fayette Court

Thirteen divorces, the accumulation of the month of June, during which none was granted were handed down in Uniontown Monday. The principals were:

William H. Burkett, Connelville, from Ethel Burkett, married November 27, 1919 in Connelville, each previously married, he having three children, she one, respondent charged with neglect of husband's children. Sarah Ida Blair, Fairchance, from John C. Blair, married November 1919 in Uniontown, each previously married, she having three children, he one, respondent charged with neglect of husband's children. Sarah Ida Blair, Fairchance, from John C. Blair, married November 1919 in Uniontown, each previously married, she having three children, he one, respondent charged with neglect of husband's children.

William H. Burkett, Connelville, from Ethel Burkett, married November 27, 1919 in Connelville, each previously married, he having three children, she one, respondent charged with neglect of husband's children.

Sarah Ida Blair, Fairchance, from John C. Blair, married November 1919 in Uniontown, each previously married, she having three children, he one, respondent charged with neglect of husband's children.

William H. Burkett, Connelville, from Ethel Burkett, married November 27, 1919 in Connelville, each previously married, he having three children, she one, respondent charged with neglect of husband's children.

Sarah Ida Blair, Fairchance, from John C. Blair, married November 1919 in Uniontown, each previously married, she having three children, he one, respondent charged with neglect of husband's children.

William H. Burkett, Connelville, from Ethel Burkett, married November 27, 1919 in Connelville, each previously married, he having three children, she one, respondent charged with neglect of husband's children.

Sarah Ida Blair, Fairchance, from John C. Blair, married November 1919 in Uniontown, each previously married, she having three children, he one, respondent charged with neglect of husband's children.

William H. Burkett, Connelville, from Ethel Burkett, married November 27, 1919 in Connelville, each previously married, he having three children, she one, respondent charged with neglect of husband's children.

Sarah Ida Blair, Fairchance, from John C. Blair, married November 1919 in Uniontown, each previously married, she having three children, he one, respondent charged with neglect of husband's children.

William H. Burkett, Connelville, from Ethel Burkett, married November 27, 1919 in Connelville, each previously married, he having three children, she one, respondent charged with neglect of husband's children.

Sarah Ida Blair, Fairchance, from John C. Blair, married November 1919 in Uniontown, each previously married, she having three children, he one, respondent charged with neglect of husband's children.

William H. Burkett, Connelville, from Ethel Burkett, married November 27, 1919 in Connelville, each previously married, he having three children, she one, respondent charged with neglect of husband's children.

Sarah Ida Blair, Fairchance, from John C. Blair, married November 1919 in Uniontown, each previously married, she having three children, he one, respondent charged with neglect of husband's children.

William H. Burkett, Connelville, from Ethel Burkett, married November 27, 1919 in Connelville, each previously married, he having three children, she one, respondent charged with neglect of husband's children.

Sarah Ida Blair, Fairchance, from John C. Blair, married November 1919 in Uniontown, each previously married, she having three children, he one, respondent charged with neglect of husband's children.

William H. Burkett, Connelville, from Ethel Burkett, married November 27, 1919 in Connelville, each previously married, he having three children, she one, respondent charged with neglect of husband's children.

Sarah Ida Blair, Fairchance, from John C. Blair, married November 1919 in Uniontown, each previously married, she having three children, he one, respondent charged with neglect of husband's children.

William H. Burkett, Connelville, from Ethel Burkett, married November 27, 1919 in Connelville, each previously married, he having three children, she one, respondent charged with neglect of husband's children.

Sarah Ida Blair, Fairchance, from John C. Blair, married November 1919 in Uniontown, each previously married, she having three children, he one, respondent charged with neglect of husband's children.

William H. Burkett, Connelville, from Ethel Burkett, married November 27, 1919 in Connelville, each previously married, he having three children, she one, respondent charged with neglect of husband's children.

Sarah Ida Blair, Fairchance, from John C. Blair, married November 1919 in Uniontown, each previously married, she having three children, he one, respondent charged with neglect of husband's children.

William H. Burkett, Connelville, from Ethel Burkett, married November 27, 1919 in Connelville, each previously married, he having three children, she one, respondent charged with neglect of husband's children.

Sarah Ida Blair, Fairchance, from John C. Blair, married November 1919 in Uniontown, each previously married, she having three children, he one, respondent charged with neglect of husband's children.

William H. Burkett, Connelville, from Ethel Burkett, married November 27, 1919 in Connelville, each previously married, he having three children, she one, respondent charged with neglect of husband's children.

Sarah Ida Blair, Fairchance, from John C. Blair, married November 1919 in Uniontown, each previously married, she having three children, he one, respondent charged with neglect of husband's children.

William H. Burkett, Connelville, from Ethel Burkett, married November 27, 1919 in Connelville, each previously married, he having three children, she one, respondent charged with neglect of husband's children.

Sarah Ida Blair, Fairchance, from John C. Blair, married November 1919 in Uniontown, each previously married, she having three children, he one, respondent charged with neglect of husband's children.

William H. Burkett, Connelville, from Ethel Burkett, married November 27, 1919 in Connelville, each previously married, he having three children, she one, respondent charged with neglect of husband's children.

Sarah Ida Blair, Fairchance, from John C. Blair, married November 1919 in Uniontown, each previously married, she having three children, he one, respondent charged with neglect of husband's children.

Fairchance Boy May Be Saved From Death on Gallows

John Carroll of Fairchance and Walter Jacoby of Union City, Mo., convicted December 20 last of murder in the first degree, have had their case remanded to Judge Brewer for re-sentencing on an opinion handed down by the Supreme court last week. Counsel for Carroll asked for a new trial on the grounds of his military record, and also the fact that he had never been in trouble prior to that time. In the opinion written by Justice White it was stated that Judge Brewer could make the sentence life imprisonment instead of the death penalty if he so elected.

The case was remanded to the judge on the irregularity that he had sentenced the defendants jointly instead of separately.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

Efforts are being made to have the sentence made life imprisonment instead of death.

Walter Sitzer, a cousin of Carroll, and a native of Fayette county was given life imprisonment in connection with the murder. The three men were alleged to have been automobile thieves through Missouri, when they broke down and they called the garage man out to repair it. A dispute arose over the bill which amounted to a little over \$44 and the garage man was fired at three times, one of the shots proving fatal.

PENNSVILLE BOY DROWNED WHILE BATHING

Death of Daniel T. Miller Is Third Violent One in Family.

BROTHER DIED IN FRANCE

Body Only Recently Brought Home for Interment, Other Fatality Due to Cave-in at Mine at Pennsville a Number of Years Ago.

Jumping into the river Thursday afternoon after a hot walk to the beach at South Connelville, Daniel P. Miller, Jr., 16 years old, a son of Mr. and Mrs. Daniel P. Miller of Pennsville, was seized with a sudden attack of cramps and drowned. His body was recovered by Chaucer Mitchell, a young man named Schroyer, the actor of South Connelville. They dove into about eight feet of water, fastened a belt on the youth's arm and towed the body to shore. It was removed to C. C. Mitchell's funeral parlors and later taken in charge by Funeral Director J. I. Murphy of Scottsdale.

The youth, accompanied by Sincerely Hay, DeWitt Stouffer and Walter Miller, a younger brother, came here yesterday and went to the beach at South Connelville to swim. Daniel plunged into the water and was seized with a cramp.

Chaucer Mitchell, Stouffer who was nearest, but the frightened swimmer grasped his comrade about the neck and Stouffer was forced to release his hold.

The death is the third violent one in the family. A brother, Glenn, was smothered to death in a mine cave-in a few years ago near Pennsville. His brother Ralph who was with him, escaped injury. Just recently the body of Frank, a brother who died in France, was brought home for interment.

The drowned youth was a member of the United Evangelical church of Pennsville. In addition to his parents, he is survived by the following brothers and sisters: Ralph, Paul, Roger, Walter, Lyle and Mrs. Maude Leasure.

This year a West Virginian actually did obtain a case on one of the favorite berry patches. He has several associates patrolling the fields and collecting from all trespassers.

The J. I. Hutterman Coal company and the Beechwood Mining company, both of Connelville, own approximately 150 acres in and around Beechwood station, most of which yield a generous supply of berries. No restrictions are imposed on the pickers who work this territory. The crop, however, is not as plentiful as last year. There is more picking being done by the Beechwood residents working to the fact that he mines are not working so idly and the men have plenty of time to spend in the fields.

Fewer berries will come out of that section than any time in the past three or four years.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The rush of Connelville pickers has started. Train No. 65 which leaves Connelville at 2:10 in the morning is taking a dozen or two every day. Most of the pickers return on No. 61 arriving here at 1:40 in the afternoon.

The Connellsville
Manufacturing & Mine Supply
Company

Sole Manufacturers of the Lepley Patents and Designs, Covering a full line of
Modern High Grade Mine Equipment Machinery.

STEAM, COMPRESSED AIR OR ELECTRIC.
SINGLE, DUPLEX OR TRIPLEX PATTERNS.
WOOD LINED BRONZE OR CAST IRON TYPED.
FOR MINE, TANK OR MILL SERVICE.

HOISTING, HAULING OR STATIONARY.
FIRST MOTION OR GEARED.

HEAVY STEEL PLATE CONSTRUCTION FOR HIGH
DUTY SERVICE.
BLOWING EXHAUST OR REVERSING
DRIVEN WITH PLAIN SLIDE VALVE, PISTON VALVE
OR CORLISS ENGINES.

SINGLE OR DUPLEX PATTERNS.
SIMPLE OR COMPOUND.

PLATFORM AND SELF DUMPING
LUMBER SCREENS, CRIBS, ROLL WHEELS, HEAVY
GEARS AND SPECIAL MACHINERY.

machinery, using only the best materials to be found in
promptly any part of any of our machines.
FACTORY & WAREHOUSE

is reviewed carefully each week as to production and prices, and any other notable features by the organ of the coke trade for nearly 40 years. Subscribe now. It's a trifle—only \$2.00 a year, payable in advance.

1. The first step is to identify the key components of the system. This includes understanding the hardware, software, and network architecture.

HIGHEST GRADE

Furnace and Foundry Orders Solicited

reensburg district. He was president of the Barclay Westmoreland Trust company president of the first Na

The following is a partial list of Coke plants for which the W
G Wilkins Co. have seen the Engineering

W. Morris, 71 years old, a well-known resident of Long Beach died suddenly of heart trouble Monday.

Civil, Mining and Consulting Engineers

Attorney at Law
GEORGE M. ROACHE, ATTORNEY
101 2 First National Bank Building, Tall and 10 State, Phones 239